

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claim 1. (currently amended) A tyre for vehicles, comprising:

a carcass structure including a central peripheral portion and two sidewalls terminating in a pair of beads for fixing a wheel to a rim;

a belt structure coaxially associated with the carcass structure; and

a tread with a predetermined thickness between a radially external surface of the tread and a radially internal surface of the tread in contact with the belt structure, the tread extending coaxially around the belt structure and comprising a row of central blocks and a row of intermediate blocks arranged on each side of an equatorial plane of the tyre between a central longitudinal groove formed astride the equatorial plane and a pair of longitudinal lateral grooves, the blocks of the central and intermediate rows being circumferentially spaced respectively by a plurality of first and second transverse grooves extending in a direction substantially perpendicular to a predetermined direction of forward travel of the tyre, each block being formed by a pair of transverse sides, respectively a front side and a rear side, relative to the direction of forward travel, and by a pair of longitudinal sides, the blocks of the central rows being separated from the blocks of the intermediate rows by a pair of ~~circumferential~~ longitudinal sipes, wherein:

the blocks of the intermediate rows are circumferentially staggered by a first predetermined quantity relative to the blocks of the central rows;

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the blocks of the central rows arranged on a first side of the equatorial plane of the tyre are circumferentially staggered by a second predetermined quantity relative to the blocks of the central rows on a second side of the equatorial plane of the tyre;

the first and second transverse grooves have centre lines converging in the direction of forward travel with ends on planes parallel to the equatorial plane of the tyre;

the first and second transverse grooves have centre lines inclined in opposite directions to one another at a first angle with respect to a plane perpendicular to the equatorial plane of the tyre; and

a depth of the first and second transverse grooves is equal to at least 95% of the thickness of the tread along the entire length of the first and second transverse grooves.

Claim 2. (previously presented) The tyre of claim 1, wherein a width of the transverse grooves is between 8 mm and 11 mm.

Claim 3. (previously presented) The tyre of claim 1, wherein a width of the longitudinal grooves is between 10 mm and 14 mm.

Claim 4. (previously presented) The tyre of claim 1, wherein the depth of the longitudinal lateral grooves is equal to at least 95% of the thickness of the tread.

Claim 5. (previously presented) The tyre of claim 1, wherein the tyre comprises, in a position axially outside the intermediate rows, a row of shoulder blocks and elastic means for connecting together circumferentially adjacent shoulder blocks.

Claim 6. (previously presented) The tyre of claim 5, wherein the elastic connection means consists of a relief in a transverse groove between successive shoulder blocks, the relief extending up to a predetermined height.

Claim 7. (previously presented) The tyre of claim 5, wherein the shoulder blocks are circumferentially staggered relative to the blocks of the intermediate rows.

Claim 8. (previously presented) The tyre of claim 5, wherein longitudinal outermost sides of the shoulder blocks are provided with facets.

Claim 9. (previously presented) The tyre of claim 1, wherein the transverse grooves form, together with a plane perpendicular to the equatorial plane of the tyre, a first angle between 10° and 15°.

Claim 10. (previously presented) The tyre of claim 1, wherein the first quantity of circumferential staggering of the blocks is comprised between 48% and 58% of a length of a block.

Claim 11. (previously presented) The tyre of claim 1, wherein the second quantity of circumferential staggering of the blocks of the central rows is comprised between 47% and 57% of a length of a block.

Claim 12. (previously presented) The tyre of claim 1, wherein the second quantity of circumferential staggering is substantially equal to the first quantity of circumferential staggering.

Claim 13. (currently amended) The tyre of claim 1, wherein the circumferential longitudinal sipes have a maximum width of 3 mm.

Claim 14. (currently amended) The tyre of claim 12, wherein a depth of the circumferential longitudinal sipes is between 19 mm and 22 mm.

Claim 15. (currently amended) The tyre of claim 1, wherein the front and rear sides of the blocks of the central row are formed by two straight portions inclined at a first angle with respect to a plane perpendicular to the circumferential longitudinal sipes and by a third intermediate spacing portion connecting together the straight portions.

Claim 16. (previously presented) The tyre of claim 15, wherein the third connecting portion forms a second angle with a plane perpendicular to the equatorial plane of the tyre, and wherein the second angle is between 30° and 40°.

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Claim 17. (currently amended) The tyre of claim 1, wherein ~~the tyre comprises~~
~~means for mutual engagement of the blocks of the intermediate and central rows~~ the
longitudinal sipes separating the central and intermediate rows of blocks are straight.

Claim 18. (currently amended) The tyre of claim 17, wherein ~~the mutual~~
~~engagement means consists of~~ longitudinal sipes separating the central and
intermediate rows of blocks have having a zigzag pattern.

Claim 19. (previously presented) The tyre of claim 1, wherein the central
longitudinal groove has a width between 8 mm and 15 mm.

Claim 20. (previously presented) The tyre of claim 1, wherein a depth of the
central longitudinal groove is between 19 mm and 22 mm.

Claim 21. (previously presented) The tyre of claim 1, wherein the central
longitudinal groove is provided with a rib radially extending from a bottom thereof.

Claim 22. (previously presented) The tyre of claim 21, wherein the rib is formed
by a plurality of reliefs alternating with recesses.

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AMENDMENT TO THE DRAWINGS:

The attached replacement sheet of drawings includes a change to Fig. 3. This sheet, including Figs. 3-5, 9, and 11-13, replaces the original sheet including Figs. 3-5, 9, and 11-13. The change to Fig. 3 is adding reference numeral 15.

Attachment: Replacement Sheet of Figs. 3-5, 9, and 11-13

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